
PART B
WATERFRONT OPERATIONS

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WAC 296-56-60011 Slinging.

- (1) Drafts shall be safely slung before being hoisted. Loose dunnage or debris hanging or protruding from loads shall be removed.
- (2) Bales of cotton, wool, cork, wood pulp, gunny bags, or similar articles shall be hoisted only by straps strong enough to support the weight of the bale. At least two hooks, each in a separate strap, shall be used.
- (3) Unitized loads bound by bands or straps shall only be hoisted by the banding or strapping if the banding or strapping is suitable for hoisting and is strong enough to support the weight of the load.
- (4) Additional means of hoisting shall be employed to ensure safe lifting of unitized loads having damaged banding or strapping.
- (5) Case hooks shall be used only with cases designed to be hoisted by these hooks.
- (6) Loads requiring continuous manual guidance during handling shall be guided by guide ropes (tag lines) that are long enough to control the load.
- (7) Intermodal containers shall be handled in accordance with WAC 296-56-60103.
- (8) The employer shall require employees to stay clear of the area beneath overhead drafts or descending lifting gear.
- (9) Employees shall not be permitted to ride the hook or the load.
- (10) Cargo handling bridles, such as pallet bridles, which are to remain attached to the hoisting gear while hoisting successive drafts, shall be attached by shackles, or other positive means shall be taken to prevent them from becoming accidentally disengaged from the cargo hook.

WAC 296-56-60011 (Cont.)

- (11) Drafts of lumber, pipe, dunnage and other pieces, the top layer of which is not bound by the sling, shall be slung in such a manner as to prevent sliders. Double slings shall be used on unstrapped dunnage, except, when due to the size of hatch or deep tank openings, it is impractical to use them.

- (12) Hand loaded buckets, tubs, bins and baskets used in handling bulk cargo shall not be loaded above their rim.

[Statutory Authority: Chapter 49.17.040 RCW. 99-02-024 (Order 98-16), § 296-56-60011, filed 12/30/98, effective 03/30/99.
Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60011, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60011, filed 12/11/84.]

WAC 296-56-60013 Stacking of cargo and pallets. Cargo, pallets, and other material stored in tiers shall be stacked in such a manner as to provide stability against sliding and collapse.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60013, filed 12/11/84.]

WAC 296-56-60015 Coopering. Repair and reconditioning of damaged or leaking cargo packaging (coopering) shall be performed so as not to endanger employees.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60015, filed 12/11/84.]

WAC 296-56-60017 Line handling.

- (1) In order to provide safe access for handling lines while mooring and unmooring vessels, cargo or material shall not be stowed or vehicles placed where they obstruct the work surface.
- (2) When stringpiece or apron width is insufficient for safe footing, grab lines on rails shall be installed on the sides of permanent structures. (“**Stringpiece**” means a narrow walkway between the water edge of a berth and a shed or other structure.)
- (3) Areas around bitts or cleats where workers perform their duties as line handlers shall be lighted as required by this chapter. There shall be a nonslip surface around each bitt or cleat.
- (4) Walkways on which mooring hausers must be moved may have the handrail omitted on the line handling side provided a six inch by six inch toeboard is installed.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60017, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60017, filed 12/11/84.]

WAC 296-56-60019 Standard gauge railroad operations. WAC 296-56-60019 through 296-56-60041 apply to standard gauge railroad operations.

- (1) Work shall be performed in railcars only if floors of the railcars are in visibly safe condition for the work activity being conducted and the equipment being used.
- (2) A route shall be established to allow employees to pass to and from places of employment without passing under, over or through railcars, or between cars less than ten feet (3 m) apart on the same track.
- (3) The employer shall direct that no employees remain in railcars after work is concluded. No employee shall remain in a railcar after work is concluded.
- (4) Railcars shall be chocked or otherwise prevented from moving:
- (a) While dockboards or carplates are in position; or
 - (b) While employees are working within, on or under the railcars or near the tracks at the ends of the cars.

WAC 296-56-60019 (Cont.)

- (5) When employees are working in, on, or under a railcar, positive means shall be taken to protect them from exposure to impact from moving railcars.
- (6) Work being carried on, in, or under cars which subjects employees to the hazard of moving railroad equipment shall be protected by flags and derails set a minimum of fifty feet from one or both ends of the worksite. Where the spur track switch is less than fifty feet from the work location, the switch padlocked in the open position may take the place of the derail. The blue flag shall be placed at that point.
- (7) Before cars are moved, unsecured and over-hanging stakes, wire straps, banding, and similar objects shall be removed or placed so as not to create hazards.
- (8) The employer shall institute all necessary controls during railcar movement to safeguard personnel. If winches or capstans are employed for movement, employees shall stand clear of the hauling rope and shall not stand between the rope and the cars.
- (9) Before being opened fully, doors shall be opened slightly to ensure that the load has not shifted during transit. Special precautions shall be taken if the doors being opened are visibly damaged.
- (10) If power industrial trucks are used to open freight car doors, the trucks or the railcar doors shall be equipped with door opening attachments. Employees shall stand clear of the railcar doors while they are being opened and closed.
- (11) Only railcar door openers or power trucks equipped with door opening attachments shall be used to open jammed doors.
- (12) Employees shall not remain in or on gondolas or flat cars when drafts that create overhead, caught-in, caught-between or struck-by hazards are being landed in or on the railcar. End gates, if raised, shall be secured.
- (13) Operators of railcar dumps shall have an unrestricted view of dumping operations and shall have emergency means of stopping movement.
- (14) Recessed railroad switches shall be enclosed to provide a level surface.
- (15) Warning signs shall be posted where doorways open onto tracks, at blind corners and at similar places where vision may be restricted.
- (16) Warning signs shall be posted if insufficient clearance for personnel exists between railcars and structures.
[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60019, filed 1/17/86; 85-10-004 (Order 85-09), § 296-56-60019, filed 4/19/85; 85-01-022 (Order 84-24), § 296-56-60019, filed 12/11/84.]

WAC 296-56-60021 Signals displayed by each maintenance crew. Each maintenance crew shall display and remove its own set of blue signals.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60021, filed 12/11/84.]

WAC 296-56-60023 Warning flags or lights. A blue flag, bright colored flag or blue light shall be displayed at one or both ends of an engine, car or train to indicate that workers are under or about the railway equipment. When such warning devices are displayed, the equipment shall not be coupled to or moved. On a dead end spur, a blue light or flag may be displayed adjacent to the switch opening while cars are being loaded or unloaded.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60023, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60023, filed 12/11/84.]

WAC 296-56-60025 Signals unobscured. Equipment which could obscure signals shall not be placed on the track.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60025, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60025, filed 12/11/84.]

WAC 296-56-60027 Audible warning system. A clearly audible warning system shall be employed when cars are being moved in areas where workers may be in the vicinity of the tracks. When the audible warning signal might not be heard above the surrounding noises, a person shall be delegated and stationed close enough to the track crew to warn them, by contact, of the oncoming equipment.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60027, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60027, filed 12/11/84.]

WAC 296-56-60029 Safety observer on railroad switching. When persons are required to work between railway cars, underneath railway cars or in areas where switching is done, there shall be a person charged with the responsibility to warn of an approaching switch of the railway car or cars, unless other reasonable and practical safeguards are provided.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60029, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60029, filed 12/11/84.]

WAC 296-56-60031 Warning at road crossing. An audible whistle, horn or bell shall be sounded by the locomotive engineer to give adequate warning prior to switching across any road crossing. Whenever cars are pushed with a locomotive, a signalman shall be located at the crossing to give signals in conjunction with other warnings by the engineer.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60031, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60031, filed 12/11/84.]

WAC 296-56-60033 Flying switches. Flying switches shall not be used when switching railroad equipment in congested areas or across roadways or walkways.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60033, filed 12/11/84.]

WAC 296-56-60035 Clearance from railroad tracks. Materials shall not be stacked or piled closer than eight and one-half feet from the centerline of the railroad tracks.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60035, filed 12/11/84.]

WAC 296-56-60037 Car plates. Whenever workers are required to move cargo into or out of a railway car, a railway car plate shall be used which shall meet the following specifications:

- (1) All car plates shall be strong enough to carry maximum loads with a safety factor of three.
- (2) All car plates shall be provided with positive stops to prevent shifting of plates. One set of these stops shall be adjustable to allow for different spaces between car door and platform.
- (3) Car plates shall be so shaped that edges will always bear on the floor of car and platform to prevent "teetering" or rocking.
- (4) All car plates shall have skid resistant surfaces.
- (5) All car plates shall be provided with toe or guard plates at the sides with a minimum height of four inches.
- (6) All car plates must bear no less than six inches back from edge of platform.
- (7) Maximum capacity of car plates shall be marked in a conspicuous place.
- (8) Car plates shall be provided with an appropriate fixture to enable the plates to be lifted and moved by fork trucks.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60037, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60037, filed 12/11/84.]

WAC 296-56-60039 Dockboards (bridge plates).

- (1) Portable and powered dockboards shall be strong enough to carry the load imposed.
- (2) Portable dockboards shall be secured in position, either by being anchored or equipped with devices which will prevent slipping.
- (3) Powered dockboards shall be designed and constructed in accordance with commercial standards CS202-56 (1956) Industrial Lifts and Hinged Loading Ramps published by the United States Department of Commerce.
- (4) Handholds or other effective means, shall be provided on portable dockboards to permit safe handling.
- (5) Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60039, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60039, filed 12/11/84.]

WAC 296-56-60041 Log handling.

- (1) The employer shall ensure that structures (bunks) used to contain logs have rounded corners and rounded structural parts to avoid sling damage.
- (2) Two or more binders or equivalently safe means of containment shall remain on logging trucks and railcars to secure logs during movement of the truck or car within the terminal. During unloading, logs shall be prevented from moving while binders are being removed.
- (3) Logs shall be hoisted by two slings or by other gear designed for safe hoisting.
- (4) Logs placed adjacent to vehicle curbs on the dock shall not be over one tier high unless placed in bunks or so stacked as not to roll or otherwise creating a hazard to employees.
- (5) Before logs are slung up from the dock, they shall be stably supported to prevent spreading and to allow passage of slings beneath the load. When bunks or similar retaining devices are used, no log shall be higher than the stanchions or retaining members of the device.
- (6) A draft of logs for hoisting aboard ship shall not vary in length more than twenty percent.
- (7) Audible alarms.
 - (a) All bidirectional machines, shall be equipped with a horn, distinguishable from the surrounding noise level, which shall be operated as needed when the machine is moving in either direction. The horn shall be maintained in operable condition.
 - (b) Automatic back-up alarms shall be installed on bidirectional equipment used to handle logs or containers and shall be maintained in operable condition.

[Statutory Authority: Chapter 49.17 RCW and RCW 49.17.040, [49.17].050 and [49.17].060. 92-22-067 (Order 92-06), § 296-56-60041, filed 10/30/92, effective 12/8/92. Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60041, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60041, filed 12/11/84.]

WAC 296-56-60043 Movement of barges and railcars. Barges and railcars shall not be moved by cargo runners (running rigging) from vessel cargo booms, cranes or other equipment not suitable for the purpose.

[Statutory Authority: Chapter 49.17 RCW and RCW 49.17.040, [49.17].050 and [49.17].060. 92-22-067 (Order 92-06), § 296-56-60043, filed 10/30/92, effective 12/8/92. Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60043, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60043, filed 12/11/84.]

WAC 296-56-60045 Communication.

- (1) Radio. When practical and safe, crane operators shall be provided with a radio or telephone to be in contact with the signalman or crane chaser in those cases where a signalman or crane chaser is required.
- (2) Interference. Cargo handling operations shall not be carried on when noise-producing maintenance, construction or repair work interferes with communication of warnings or instructions.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-10-004 (Order 85-09), § 296-56-60045, filed 4/19/85; 85-01-022 (Order 84-24), § 296-56-60045, filed 12/11/84.]

WAC 296-56-60047 Open fires. Open fires and fires in drums or similar containers are prohibited.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60047, filed 12/11/84.]